

RE: Update on Impacts on automotive sector - Ambassador bridge

From: "Connell, Christine -DTROT -GR" </o=dfait-maeci/ou=exchange administrative group (fydibohf23spdlf)/cn=recipients/cn=connelc25b1">
To: "Cascadden, Anne -DTROT -TD" <anne.cascadden@international.gc.ca>
Date: Thu, 10 Feb 2022 21:48:47 +0000

Please keep me looped in on any further updates.

From: Cascadden, Anne -DTROT -TD <anne.cascadden@international.gc.ca>
Sent: February 10, 2022 11:13 AM
To: Comartin, Joseph -DTROT -HOM/CDM <Joseph.Comartin@international.gc.ca>; Niblock, Bradwin -DTROT -TD <Bradwin.Niblock@international.gc.ca>; Neves, Steve -DTROT -GR <Steve.Neves@international.gc.ca>; Connell, Christine -DTROT -GR <Christine.Connell@international.gc.ca>; Gruenthaler, Yvonne -DTROT -TI <Yvonne.Gruenthaler@international.gc.ca>
Subject: FW: Update on Impacts on automotive sector - Ambassador bridge

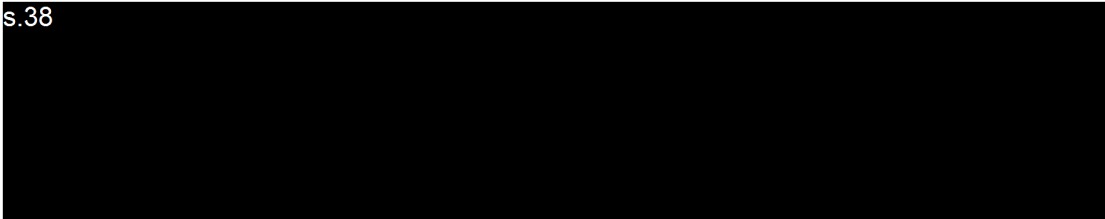
Please see note below.

From: McLean, Jennifer (ISED/ISDE) <Jennifer.McLean@ised-isde.gc.ca>
Sent: February 10, 2022 10:46 AM
To: Cascadden, Anne -DTROT -TD <anne.cascadden@international.gc.ca>
Subject: Update on Impacts on automotive sector - Ambassador bridge

Hi Anne,

As discussed, below is the update that I sent up yesterday mid day. Since then, I have also received updates from Ford and GM:

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Debrief from February 9

As a critical point of trade for the automotive sector, the recent protests at the Ambassador Bridge in Windsor, Ontario have raised significant concerns with the operations of the North America automotive industry.

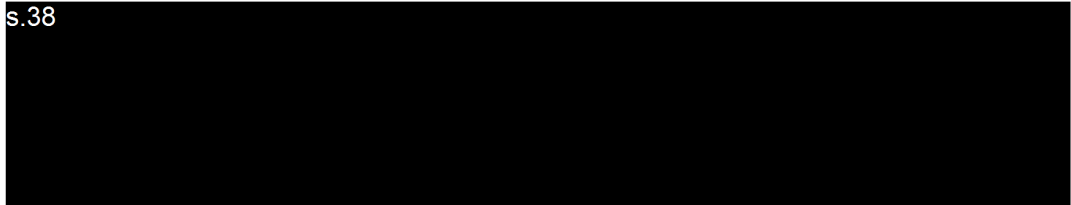
- Given the highly interconnected nature of the industry, many suppliers both in Canada and the US rely on this border crossing to supply OEM facilities on both sides of the border, including just-in-time deliveries where suppliers need to supply an OEM facility within 48 hours.
- For the most part, OEMs have been diverting their shipments to the Sarnia border crossing, given the closure of the Ambassador Bridge in Windsor. In addition to the extra driving time needed to use that crossing, there are also backlogs of approximately 4.5 hours due to a line up of vehicles waiting to cross that has been reported to be as long as 7.8 miles.

- This situation is also exacerbated by the limitations on hours of service that truck drivers can have (11 hours in the US and 13 hours in Canada). For example, if the travel time through the Sarnia crossing takes 9 hours normally, the additional 4.5 hour waiting time to cross means that the truck drivers need to stop and rest. Most of these trucks are “day cabs” which means they do not have ability to rest in their trucks and need to find separate accommodations before beginning again. These issues are in addition to the driver shortage issue that the companies are already dealing with.

A group of leading business trade associations, representing key sectors of the Canadian supply chain, issued a statement on blockades affecting key trade corridors and border crossings urging all levels of government to work together in bringing an immediate end to the current blockades and disruptions at Canada’s border crossings and key trade corridors.

ISED has been in contact with 4 of the 5 automotive OEMs in Canada regarding the situation in Windsor.

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Thanks,
Jennifer

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